MARKET STREET ELEVATED RAILWAY, MILLBOURNE STATION   HAER No. PA-507-B
Intersection of Market and 66th Streets
Philadelphia
Philadelphia County   HAER
Pennsylvania   PA
                                                          51-PHILA,
                                                          719B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Philadelphia Support Office
U.S. Cuatom Houae
200 Chestnut Street
Philadelphia, PA 19106

HISTORIC AMERICAN ENGINEERING RECORD

MARKET STREET ELEVATED RAILWAY, MILLBOURNE STATION   HAER NO. PA-507-B

Location: Intersection of Market and 66th Streets
Philadelphia
Philadelphia County
Pennsylvania
Note: For shelving purposes at the Library of Congress, Philadelphia was selected as the official location for all stations in the Market Street Elevated Railway documentation, although the actual location of Millbourne Station is in Millbourne, Delaware County.
USGS Quad: Lansdowne, PA and Philadelphia, PA 1:24,000
UTM Coordinates: 18.478342.4423633

Construction
Date: 1906 - 1907

Builder: Philadelphia Rapid Transit Company

Chief
Engineer: William S. Twining

Present   Southeastern Pennsylvania Transportation Authority
Owner: 1234 Market Street
Philadelphia, Pennsylvania 19107

Present Use: Market Street Elevated Railway Station

Significance: Millbourne Station is located just north of Market Street, at 66th Street, in Millbourne Borough, Delaware Township. When the station opened in 1907, it facilitated the transportation needs of the residents of Millbourne, which historically had been a small milling community. The station is a contributing structure within the Market Street Elevated Railway Historic District. The station is significant historically for its role in the suburban development of Millbourne, and architecturally for its design. Like many of the other stations along the Elevated, Millbourne Station embodies the distinctive characteristics of a particular early twentieth-century architectural style. However, the rustic quality of Millbourne Station differs radically from the urban stature of the other stations. Perhaps because it was constructed in a wooded residential setting, the station exhibits frame members and Craftsman details.

Project   The Market Street Elevated Railway between Millbourne Station in Delaware County and 46th Street
Information   Station in Philadelphia will be reconstructed. The project includes replacement of the Millbourne
Statement: Station and the Market Street Elevated superstructure. Plans call for the reconstruction of the stations from 63rd Street to 46th Street, but efforts will be made to retain historic features where possible. To mitigate the adverse effect, the Pennsylvania Historical and Museum Commission stipulated HAER documentation of the existing structures. This documentation was undertaken to fulfill that stipulation.

Neeta Jitendra Desai
Cultural Heritage Research Services, Inc.
403 East Walnut Street
North Wales, PA 19454

INTRODUCTION

The Market Street Elevated Railway extends west-east along Market Street between 69th Street in Upper Darby Township, Delaware County, and 46th Street in the City of Philadelphia, Philadelphia County, Pennsylvania. Constructed between 1904 and 1908, the elevated structure is situated along Market Street between 63rd and 46th Streets. West of 63rd Street, the railway crosses Cobbs Creek, a waterway that forms the boundary between Philadelphia and Delaware Counties. From this point, the railway travels at ground level through Millbourne and terminates at the 69th Street Terminal in Upper Darby Township, Delaware County. The tracks and stations form part of the Market-Frankford Line, which is owned and operated by the Southeastern Pennsylvania Transit Authority (SEPTA), 1234 Market Street, Philadelphia, Pennsylvania, 19107.

The Market Street Elevated Railway (HAER No. PA-507) is composed of the Market Street Elevated superstructure, an associated substation (HAER No. PA-507-E), and the following railway stations: 69th Street Terminal (HAER No. PA-507-A); Millbourne Station (HAER No. PA-507-B); 63rd Street Station (HAER No. PA-507-C); 60th Street Station; 56th Street Station (HAER No. PA-507-D); 52nd Street Station (HAER No. PA-507-F); and 46th Street Station (HAER No. PA-507-G). The Market Street Elevated Railway Historic District, which consists of the Market Street Elevated Railway, was determined eligible for the National Register of Historic Places under Criterion A, historical significance and Criterion C, design/construction in August 1996.

Millbourne Station is located just north of Market Street, at 66th Street, in Millbourne Borough, Delaware Township. When the station opened in 1907, it facilitated the transportation needs of the residents of Millbourne, which historically had been a small milling community. The station is a contributing structure within the Market Street Elevated Railway Historic District. The station is significant historically for its role in the suburban development of Millbourne, and architecturally for its design. Like many of the other stations along the Elevated, Millbourne Station embodies the distinctive characteristics of a particular early twentieth-century architectural style. However, the rustic quality of Millbourne Station differs radically from the urban stature of the other stations. Perhaps because it was constructed in a wooded residential setting, the station exhibits frame members and Craftsman details.

PHYSICAL DESCRIPTION

Millbourne Station is located east of the 69th Street Terminal and sits in the Borough of Millbourne, Delaware County, Pennsylvania. The station is located in an early twentieth-century suburban community. It is flanked by a parking lot and woody area to the north, residential development to the south and train tracks to the east and west. Double tracks are located at ground level on fill between historic fieldstone retaining walls. Stone buttresses strengthen the

wall immediately south of the station. These stone walls are capped by an iron fence with lancet-shaped verticals. The retaining wall is primarily located along the southernmost side of the right-of-way.

The Millbourne Station building sits on the eastbound side of the railroad tracks. It is a one-story, rectangular-plan building sheathed in beaded vertical-board siding. It sits upon an elevated wood platform, which is supported by a system of wood trusses. The southern edge of the platform is protected by a post-and-rail fence. The building is capped by a side-gable roof sheathed in asphalt siding. The roofline is accentuated by overhanging eaves with exposed flanges. The eaves are supported by bracketed wood posts along the north facade. The station is one bay deep and seven bays wide. The bays are marked by glass-and-panel doors, sliding windows set within wood surrounds, modern doors, and blocked windows. A wood plank platform extends eastward from the station. A portion of the platform is covered by a side-gable passenger shelter that projects from the roof of the station. The shelter is supported by simple bracketed wood posts. An unsheltered section of the platform extends eastward.

Two parallel staircases extend from the western edge of the platform. The northern staircase leads to a rectangular-plan shelter. This shelter is located at the southern edge of a wood plank footbridge that leads over the railroad tracks to the westbound platform. The shelter is sheathed in vertical boards and metal chain-link fencing. The roof is sheathed in asphalt shingles. The roofline is accented by exposed flanges. The southern staircase connects a modern wood plank footbridge to a road located south of the station.

The westbound platform is constructed of wood planks supported by a system of wood trusses. The southern edge of the platform is protected by a post and rail fence. A modern square-plan, frame shelter is located at the western end of the platform.

A modern brick substation, erected circa 1960, is located west of the westbound platform. The building is a two-story, square-plan, brick building that sits upon a concrete foundation. It is capped by a flat roof sheathed in asphalt. The roofline of the substation is marked by a simple parapet topped with concrete coping. Brick buttresses with concrete caps accent each side of the substation. Electrical machinery is located east of the substation in an area surrounded by a modern chain-link fence.

HISTORICAL BACKGROUND

By the summer of 1906 the Elevated's superstructure was completed, and work on the stations commenced. Stations along the Market Street Elevated were designed according to high architectural and efficiency standards. The first section of the railway was laid at ground level in Upper Darby Township, Delaware County. The other station that PRT erected at ground level (besides the 69th Street Terminal) was in Millbourne Borough, a small milling community

located in Delaware County, west of the city line. The station was erected along the PRT right-of-way on private property and conformed to its suburban environment through its Craftsman-like design.

In 1747, the township of Darby was divided in two, resulting in Upper Darby and Lower Darby, but the legal division was not carried out until 1786 (Tyson 1972:8). Upper Darby was bounded by Cobb's Creek on the east and Darby Creek on the southwest. The residents transformed the land into a productive agricultural area, making several of them quite wealthy (Ashmead 1884:531-532). Upper Darby's eastern and southwestern boundaries presented two potential waterpower sites. For this reason, it was to become an industrial milling area in addition to its agricultural developments (Tyson 1951:48). Of the numerous mills eventually located along Cobb's Creek and Darby Creek, many were owned by the Sellers family, one of the first families to settle in Upper Darby (Tyson 1951:48). Samuel Sellers, the original settler of this family, is said to have built the first twisting mill in America (Ashmead 1884:547). His son, John (1725 –1804), added grist mills, saw mills and a tilt mill to the existing cloth and wire weaving operations of the family. John also enlarged his landholdings in Upper Darby to accommodate the expanded mill complex (Cain 1984:94). The mills at Millbourne, first called the Sellers' Flouring Mills and later the Millbourne Mills, were perhaps the greatest industry in Upper Darby. In 1907 they went out of the Sellers' possession; in 1926 they were torn down to make way for the Sears and Roebuck Store which currently occupies the site (Tyson 1972:29).

Though little documentation has been found about the residential development of the area around Millbourne Mills, it developed into a tightly knit neighborhood of numerous single-and multiple-family dwellings. Little is known as well about the decision to place a station at Millbourne, but it is quite possible that it was done to service the residents of the community.

The design for the station at Millbourne is radically different from the other stations along the elevated line. The low one-story station building is more akin to Victorian cottages than to the typical elevated stations. With Craftsman-style details like exposed rafter tails, decorative brackets and overhanging eaves, the Millbourne station may have been designed to blend more easily with its residential setting than its urban counterparts. Set away from Market Street behind a residential neighborhood, Millbourne today appears to be used mainly by commuters and the local residents.

SOURCES OF INFORMATION/BIBLIOGRAPHY

Secondary Sources

Ashmead, Henry Graham. *History of Delaware County, Pennsylvania*. Philadelphia: L.H. Everts & Co., 1884. (Facsimile edition published 1968 by Concord Township Historical Society, printed by John Spencer, Inc., Chester, Pennsylvania.)

Cain, George E. *300th Anniversary Commemorative Book: Upper Darby Tercentennial: 1684 – 1984*. no publishing info. On file at the Delaware County Historical Society.

Rachleff, Allison, and Mary Daughtrey. *Historic Resources Survey and Determination of Eligibility Report: Market Street Elevated Reconstruction Project, Borough of Millbourne and City of Philadelphia, Delaware and Philadelphia Counties, Pennsylvania*. Report prepared for the Southeastern Pennsylvania Transportation Authority. Report prepared by Cultural Heritage Research Services, Inc., North Wales, PA. 1996

Tyson, John H. *A History of Upper Darby, Delaware County, Pennsylvania*. Philadelphia: Clark Printing House, Inc., 1972.

_____. *The History of Upper Darby Township*. Upper Darby Junior High School (Beverly Hills Junior High), 1950-51. (located at the Delaware County Historical Society.)

Sources Unavailable for Reference

[Author not indicated.] *Millbourne Mills Company: its antecedents and present operations. . . .* [N.p.] 1888. [This book could not be located. The only holding location identified through Access Pennsylvania is the Philadelphia Free Library in Philadelphia, where it has been given "lost" status as of March 1999.]

MARKET STREET ELEVATED RAILWAY
(HAER NO. PA-507)

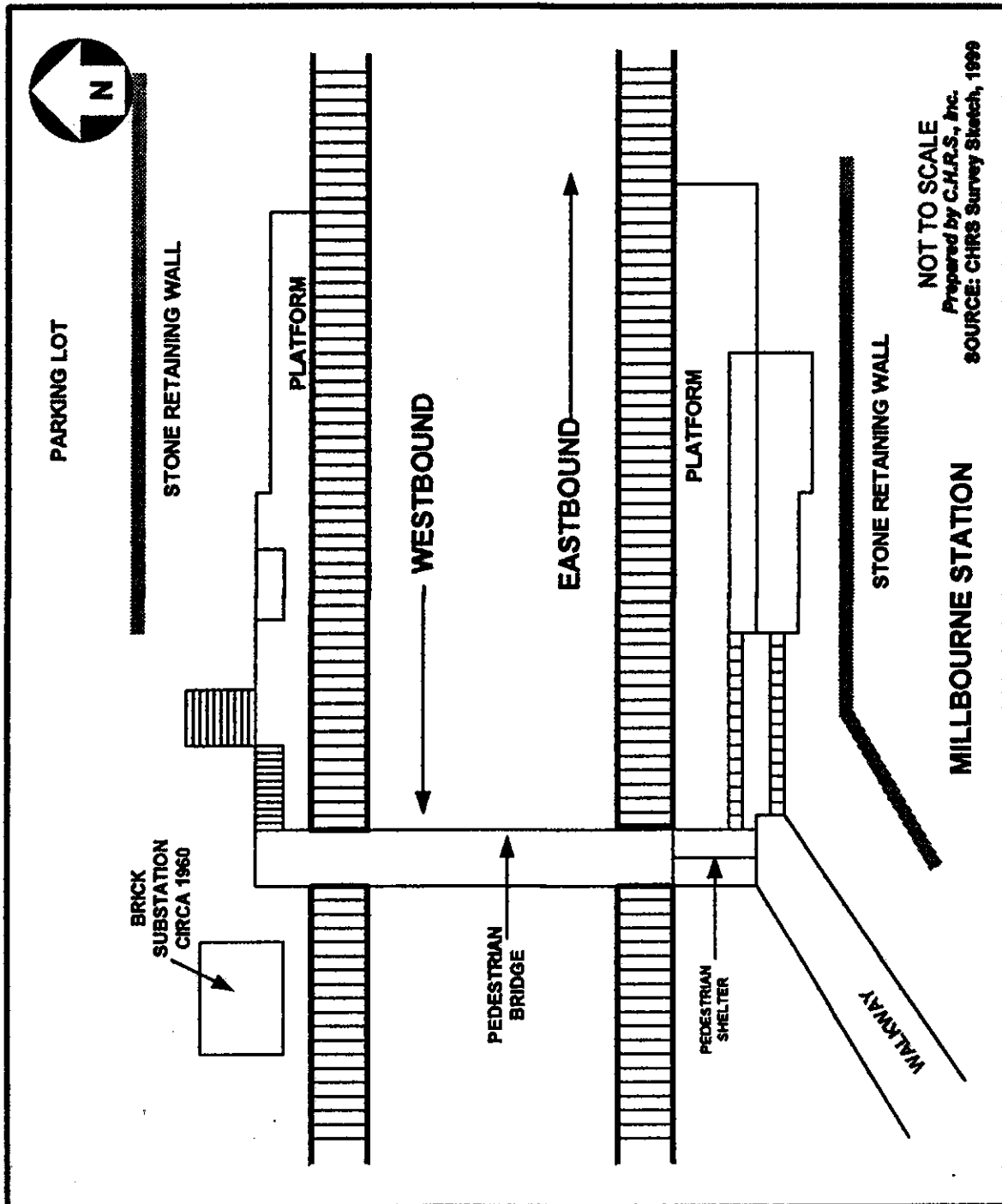MARKET STREET ELEVATED RAILWAY, MILLBOURNE STATION
(HAER NO. PA-507-B)

SCALE

0m   609.6m

0ft   2000ft

Prepared by C.H.R.S., Inc.

SOURCE: U.S.G.S., 1994
PHILADELPHIA PA
&
LANSDOWNE PA

QUADRANGLE LOCATION

N

NOT TO SCALE
Prepared by C.H.R.S., Inc.
SOURCE: CHRS Survey Sketch, 1999

PARKING LOT

STONE RETAINING WALL

PLATFORM

WESTBOUND

EASTBOUND

PLATFORM

STONE RETAINING WALL

MILLBOURNE STATION

BRICK
SUBSTATION
CIRCA 1960

PEDESTRIAN
BRIDGE

PEDESTRIAN
SHELTER

WALKWAY

N
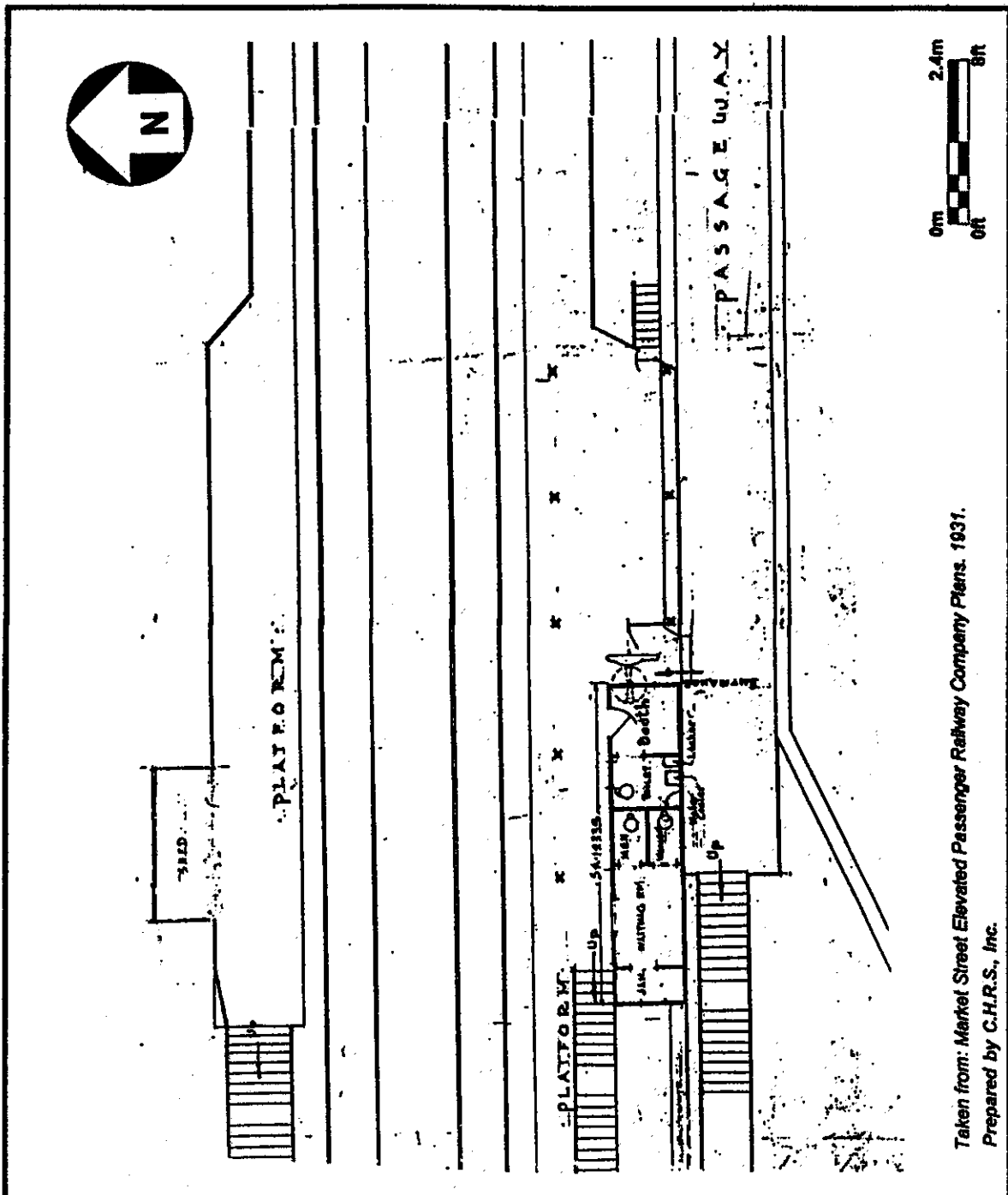
Taken from: Market Street Elevated Passenger Railway Company Plans. 1931.

Prepared by C.H.R.S., Inc.